

*A Publication of the North East Region, National Model Railroad Association*

## Salt City Express, NER/NFE '92 in Syracuse

The border Divisions of NER and NFR (North East Region and Niagara Frontier Region) welcome you to an exciting joint convention at Syracuse, New York, the "Salt City Express '92. Gary Gilbert and his local convention committee have planned a weekend of activities for your enjoyment.

Home for the convention is the Sheraton Inn Syracuse & Convention Center located immediately across from the tollbooths of Exit #37 on the New York Thruway (190). Long-time NER members may recall this facility from the last time the convention was held in Syracuse in the mid-1970s. Since then there have been many improvements including 283 rooms with cable TV and HBO, restaurant facilities open from 6am to 11pm, indoor pool, whirlpool,

sun deck, game room, and most importantly, an open floor hall to house our train show.

### FRIDAY, OCTOBER 16th

The weekend starts with convention registration at the desk in the hotel lobby from 3 to 9 pm. Early arrivals can pick up their registration packets before deciding on activities. As usual, the hospitality room will be open Friday evening to greet old and new friends before starting other activities. You have a choice of in-house clinics or a layout tour in the Syracuse area.

### SATURDAY, OCTOBER 17th

The lobby registration desk will again be open from 8am to Noon for picking up pre-registration packets or to purchase additional events. On-site clinics for rail and non-rail interests continue through the morning, as well as NER/NFR coordinated contests in model, photo, and non-rail subject areas. In the planning stages is a prototype railfan trip scheduled to leave the hotel at 8am.

Saturday evening activities resume with a social/happy hour and cash bar from 6-7pm, followed by a joint regional banquet with award presentations. The banquet offers a complete meal featuring your choice of: roast Top Sirloin with Bordelaise sauce; Sole Almondine; or, Chicken Cordon Bleu. Please note your preference on the registration form.

### SUNDAY, OCTOBER 18th

Before heading home, both regions will conduct separate business

## Montrealer '92

### A Member's Personal Report

Nearly 125 hardy NER members and family "braved" the 70 degree temperature of Montreal on the weekend of May 8-10. The weather was beautiful - brilliant sunshine Friday and Sunday, with a brief shower on Saturday morning. Fan trips were held in the afternoon after the weather cleared.

The trip to Montreal through the beautiful Vermont and Quebec countryside was most enjoyable. The hotel treated us non-French speaking Yankees graciously.

After our Friday evening meal we



## 1→ Salt City Express

meetings, allowing plenty of time to check out. On your way, there will be more interesting layouts to visit.

### CLINICS

Clinics are planned for two sessions on Friday night and Saturday morning, but actual presentations will depend on the availability of clinicians. Emphasis is on "how to" such as:

**Light-weight Rock Molds** by Dick Thomas. Dick reveals the secrets of his spectacular layout's rock-work interfacing modern insulation materials with time-honored rock mold casting techniques- all done live, on site.

**Scratchbuilding Structures with Cardstock** by Len Amrhein. Len's reputation in Central New York is almost legendary with his prolific production of structures using the simple materials from the dark ages of this hobby. Bring a pad and pencil to record Len's techniques as he shows you how to scribe your siding, make windows, etc. for any scale.

**Threaded Helix Construction** by Jim Heidt. Located in the middle of Jim's home layout is the "Ashpit" where he and buddy Jim Swain built a single track helix for his H0 scale Ogdensburg & Norwood Railroad using  $\frac{1}{4}$  inch threaded rod. Watch the slide presentation of the process and you'll know why Jim says he'll head for the helix if an earthquake ever hits Camden.

These are three of the expected six to eight rail clinics to be offered by NER and NFR members, so be sure to pre-register early and have your choice of clinic topics. Non-rail clinics are under development. There will be at least two craft-oriented, hands-on presentations Friday evening. Others will be announced at registration.

### LAYOUTS

The layouts to be open in the

Syracuse area are easy to reach and span the range of scale and interest of most modelers. Here are some of the selections which will be available:

One H0 scale club, the **Syracuse Model Railroad Club**, is in the east side of the city near Conrail's Dewitt yards and facilities, the Amtrak station, and the well-known Central Hobby Supply. This club features a nearly-complete layout in one room of an old school, while an adjoining room is under construction. The finished layout features scenery, foliage and detailed structures..

Another H0 scale club open to view is to the southwest of the hotel in an abandoned New York Central station located at Hartlot, New York. Occupying the entire building, the **Skaneateles Club** features a completely operational and fully scenicked and detailed empire with operational coal dump, huge passenger and locomotive facilities on the layout, and a memorabilia display.

Some of the other layouts are:

**Dick Thomas** has a G gauge garden layout (waterfall, stream), and an indoor exceptional H0 scale layout featuring "scenic sound" and selective animation among outstanding 3-foot narrow gauge modeling. This is a must-see.

**Dick Loomis'** H0 scale Boston & Maine empire has CTC command-controlled steam and diesel locomotives and the best layout lighting we've seen yet.

**Tom Scibetta's** innovative Lionel layout fills a basement with tin-plate heritage matched with state-of-the-art construction techniques.

**Mike Shanahan's** H0 scale home empire is arguably the best in central New York.

**Bill Swain's** H0 scale basement layout features a freelance of a West German prototype of the 1970s, with full steam, structures, operating turntables and a transfer table.





Ed Scott, when he can get away from his NER photo contest chairman duties, will open his home for you to view his freelanced Blue Ridge & Eastern in TT scale, no less. You will also enjoy his display of various model scales and his library.

### PROTOTYPE FAN TRIP

At 8am on Saturday morning, you will (if you have pre-registered for the extra fare) board a modern, comfortable 53 passenger inter-city coach for a prototype fan-trip planned especially for conference-goers. The location is subject to NY-DOT and Conrail approval, but the price and service will not change.

Our first choice, subject to that approval, is a railroad excursion on the Mohawk, Adirondack and Northern from Utica's Union Station north along the old Adirondack Railway line, then past the junction at Remsen, and continuing north on old RW&O trackage to Lyons Falls, where there has been no passenger rail travel since the 1940s. At that point, we detrain and re-board our buses for the short ride to Lowville and a photographic tour of the equipment and facilities of the Lowville and Beaver River Railroad (which has been well-covered in recent issues of the Railroad Model Craftsman magazine). The equipment includes a wooden snowplow, operating Shay, and other distinctive shortline railroad equipment, which we will have opportunity to photograph before returning to the hotel.

Alternative options (again depending on approval) are trips on the Lowville and Beaver River from Lowville toward Croghan, or another MA&N sponsored trip from Carthage to Harrisonville and back on the old NYC Newton Falls Line. All of the options will be splendid with fall foliage colors.

### NON-RAIL TOUR

On Saturday, non-rail conference attendees have a chance to leave the

hotel for an interesting day by over-the-road coach. First stop, just a few miles away, is at a local historic site on the banks of Onondaga Lake, Sainte Marie-Among-the-Iroquois, a fort restored by the Onondaga County Parks Department. Next, it's off to Carousel Center for a pay-your-own luncheon at the top of the crown jewel of the Pyramid Mall system. Last stop will be at the Salt Museum, before returning to the hotel about mid-afternoon. Your extra-fare registration includes all costs except that of the luncheon.

### TRAIN SHOW

The all-scale train show will be held on Sunday in the hotel's convention center annex with free-admission to convention registrants. The show is organized by the CNY S Gauge Association. We are pleased to have their help in accentuating the multi-scale interests of our members, as well as our mutual cooperation in promoting the hobby.

### HOTEL RESERVATIONS

Hotel reservations should be made as soon as possible by completing the reservation form in this issue (you may photocopy the form) or by calling the hotel at 315-457-1122. The block of convention rooms will be available until 1 October 1992. After that date unreserved rooms will be released for normal hotel availability.

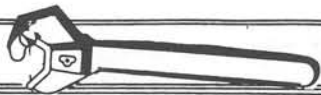
### CONVENTION REGISTRATION

All convention registration must be made through the NER Convention registrars, Pat and Charlie Bettinger,

RESERVATION FORM p. 11

either in advance by mail, or during the convention. A registration form is included in this issue. Checks or money orders for the full amount indicated must be made in U.S. funds payable to "NER Conventions". You are urged to **pre-register early** to assure your choice of events. Fan-trip registration is limited to 225





### 3→ Salt City Express

passengers. Registrations over sell-out will be refunded.

#### GETTING TO THE CONVENTION

The Sheraton Inn Syracuse is located directly across from the New York Thruway (I90) exit #37 (Electronics Parkway, Syracuse). If you arrive from the north or south on I81, take exit #25 (Seventh North Street). At the end of the exit ramp, turn right onto Seventh North Street and proceed about a mile until the street ends in a T-intersection with Electronics Parkway. Turn right and the hotel will be just a few yards on your left.

### 1→ Montrealer '92

visited two hobby shops and four layouts. The Cheminot Central Club layout is in the basement of one of the shops. It represents a Canadian railroad of the 1980s. Even though the Club has not completed all the benchwork, much less all the trackwork, there were portions of the layout which were operational and had scenery. One of my favorite memories of the weekend was the scene on this pike of three grain elevators and a string of covered grain hoppers lined up, as one might see on the plains of Alberta.

We headed for the second hobby shop. It is located in an industrial area on the outskirts of the city. The building wasn't much to look at, but inside it literally had model railroading supplies from floor to ceiling. A display case in the center of the floor was filled with locomotives-brass, Atlas, everything. This was one of the best stocked hobby shops I've ever seen.

We left the shop to visit Jean LeBlanc, a long-time participant in the model contest. His layout is a double-folded dogbone on an elongated U, about 12 by 230 feet. Most of the scenery was in place and the many structures testified to Jean's

modeling talents. Several trains were operating during our visit.

Leaving Jean, we headed for the home of Ivan Dow. His basement HO layout features European models. Operation is by Zero 1 command control. Its most dramatic features are the lighting and sound effects. Ivan sells lighting products and his expertise is obvious in the layout. Hanging above it is something akin to fiberfill, which simulates heavy clouds. By varying the lighting, Ivan can produce the effect of evening or an approaching storm. Strobe units make lightning.

The hour was late, but we decided to squeeze in one more layout before returning to the hotel. We arrived at David Frosst's home just before 11pm and he kindly gave us a ten minute view of his Union Pacific in the mountains of Idaho. He is able to run some very long trains on the attic railroad which reminded us of the countryside of Arizona and Colorado.

Saturday morning was very busy following breakfast. The clinic schedule included: Jacques Toupin on "How to model in an apartment and use natural scenery material"; Kevin Robinson on "How to super-detail unusual cars"; and, Brian Whiton who presented several clinics including, "Scratchbuilding turnouts", "Card operation of a layout" and "Slides on Mills." Meanwhile, the Alouette Division Train Show got underway with the usual collection of dealers selling model railroad supplies and railroad memorabilia. There were five portable, modular layouts in G, O, S, HO and N scales. The HO layouts were especially impressive, detailing several schemes. One featured a highway accident involving an oil tanker truck. The resulting oil spill was contained by booms in the nearby stream.

See Montrealer Awards, p.6





After lunch, we boarded a bus for the afternoon fan trip. Earlier, the "ladies" used the bus for a non-rail tour. The first stop was the Sault St-Louis Club layout. It is in the basement of a building at the Lachine Museum. The layout started out in modules because the club had no permanent quarters. When a home was found, the portable unit was attached to elaborate structures. The modules can still be removed when required for a show. When re-attached, they can be in a different order to provide variety. On one wall, there is an O scale shelf railroad depicting the Lachine Canal operation of the 1940s. Quite a contrast to the large H0 layout.

After the Lachine visit, we travelled by bus to the Century Locomotive facility. On the shop tour, the General Manager explained how the company scraps, salvages, and rebuilds old diesel locomotives and sells them to small railroads looking for less expensive motive power. Alco locomotives are the specialty and we took a ride on an S-2 within the property confines. The GM is a modeler and makes a scale version of every unit he rebuilds and sells.

The next stop was the CN station in downtown Montreal. Here, in an area below the main concourse, the Montreal Model Railroad Club is building the "Canada Central", one of the largest layouts I have ever seen. The model represents a transcontinental operation involving rural and urban scenes; as well as mountains. It appears to be fully operational and much of it has scenery. Also on display is the Club's modular layout and that of the Montreal N-Trak Club.

Our last visit was to the "Pine Valley Railroad." The Club is located in the basement of a city fire station. The layout is much smaller than that of the Montreal Club, but it doesn't take second place in terms of quality. The operation was flawless, most of the scenery complete and detailed. Track ran from near-

shoulder-height to near the ceiling. There were many bridges beautifully integrated into the layout. Upstairs, there was a display of vintage fire-fighting equipment, all in operating condition. Then back to the hotel and the banquet.

The Alouette Division put on an outstanding show, with President Jacques L'Ecuyer performing his duties as MC in bi-lingual fashion, translating for those who didn't speak French or English. Strolling musicians entertained the diners. Awards were made after the banquet and then the band provided the music for dancing. On Sunday, the vendor show continued for a second day. On our way back to the USA, we visited Paul DeLauniere and his "Pin Rouge Lumber Co." On3 logging railroad. His Onboard Command Control allows the wonderfully-gearred locomotives to inch along through scenery which is being completed by the slow, high-quality method. The layout occupies three walls of a basement room.

Did we have a good time in Montreal? You bet!

## *NER Conventions to come*

### **Spring 1993, Burlington, Vermont**

All aboard for the Green Mountain Express, 14-16 May 1993, in Burlington. The Green Mountain Division, the Region's newest, announces a convention jointly hosted with the Central Vermont Railway Historical Society. Convention headquarters is the Radisson Hotel (\$79 per night, double or single) on New England's West Coast. The hotel and the VTR yards both overlook scenic Lake Champlain. There will be clinics (by members of the GMD and the CVRHS), contests, home and club layout visits, and a tour. A non-rail package is under development. Full details will be available at the Syracuse convention.



## 5 → Conventions to come

**Fall 1993, North Conway, NH**

The fall meeting is scheduled for October 22-24, 1993, at the White Mountain Sheraton Inn. Special room rates have not yet been set. The program will be very similar to the 1982 meeting, featuring clinics, contests, the North Conway Club layout, and the Conway Scenic Railroad. A non-rail package will be available.

Advance registration information for these meetings can be obtained by sending a self-addressed, stamped envelope to NER Convention Registrars, Pat and Charlie Bettinger, 29 Foster Drive, Vernon, CT 06066.

**Montrealer '92 Awards****PHOTO CONTEST-MASTER LIST****Models-Color Prints****Pat Lecaroz**

B&M Diesels (score:64)  
Bangor & Aroostook Train (56)  
Bangor & Aroostook Activity (49)  
(All Amherst Club)

**Prototype-Slides****Pat Lecaroz**

Historic Poughkeepsie Bridge (score:84)  
Metro North Diesels (score:74)

**PHOTO CONTEST-CRAFTSMAN LIST****Models-Black & White Prints****Denis Fortier**

"A Mishap" (score:76)

**Paul De Launiere**

Pine Valley Branch Line (70)

**Models-Color Prints****Paul De Launiere**

Pine Valley Railroad (score:68)

**Denis Fortier**

CY Caboose Inspection (67)

**C. Bettinger**

Fall Day on Branch Line (66)

**Models-Slides****Denis Fortier**

Inspection Time CV CAB (79)

Happy "S" Railroading (score:76)

**Gary Lynch**

Road Work (score:69)

**Denis Fortier**

End of the Day (score:69/tie)

**Prototype-Color Prints****Denis Fortier**

Vintage Railroad, 6ft. door in 1991  
(score:78)

GP4D-2W with Red Nose (69)

**Guy Mercier**

CN at Beaconsfield (Honorable Mention)

**MODEL CONTEST RESULTS****Baldwin Trophy (Best in Show)**

**Jean LeBlanc**, Laval, PQ. John Fish Cannery.



## → 6 Montrealer '92 Awards

### Alouette Division Trophy (Best)

**Jean LeBlanc**, Laval. John Fish Cannery.

### Freight Cars (Craftsman) (Best)

**Philip C. Martin**, Brooklyn. High Side Gondola #01.

### Motive Power-Steam (Craftsman)

**Alain Lafrance**, Laval (3rd) PV Climax.

### Structures (Master)

**Jean LeBlanc**, Laval (1st) John Fish Cannery.

### New Modeler Award (Sunrise Trail Division)

**Alain Lafrance**, Laval. PV Climax

## NON-RAIL ARTS & CRAFTS CONTEST

### General

**Marjory Fredlund (1st)**, Herkimer, NY. Silk Flower Sweatshirt.

**Elenor Scott (2d)**, Rome, NY. Quilted Pillow.

### Railroadiana

**Elenor Scott (1st)**, Rome. Railroad Pillow.

### Needlework

**Marjory Fredlund (1st)**, Herkimer. Duplicate Stitch Sweater.

**Pat Bettinger (1st)**, Vernon, CT. Counted Cross Stitch (Fireman's Prayer Sampler).

## SHOP TALK

# *Board and Batten Buildings Made Easy*

I've been volunteering again and got myself in a bit of trouble doing it. You might profit from my troubles, however, as the solution was pretty easy. It seems I offered to build a station for a friend, a

building which has so many windows it is quite similar to Swiss cheese. Further difficulty derived from a wainscoat and belt rail at four feet from the platform. Well, I was a hard-core wood modeler until this task came up.

Three tries and three failures indicated that wood just wouldn't cut it. I had the usual edge fuzz problems aggravated by the "board and batten" material choice. Then there was the batten interval which was fixed and left no margin for adjustment to windows and doors. In addition, the preformed battens had to be removed in the area of window and door trim, a tricky job.

The amount of material removed from the basic sheet stock was so significant that a great deal of bracing was needed to control warping. This was particularly difficult at the joint with the wainscoat. The bracing was a major complication to the construction as there was so little space on the back of the wall where a brace could run a long distance unbroken.

Then there was the issue of a fragile balcony and a porch roof with cantilevered dispatcher's office. Uncle!, Uncle!

I didn't need the keys to the brain trust to see that Styrene was becoming the material of choice, but, oh those window holes! There were so many. Then I remembered the John Nerich scribe-and-snap technique.

Reviewing quickly, you would normally lay out all your window and door openings, then scribe right across all lines. Next, snap the pieces apart, discard the marked openings, and reassemble with Styrene solvent cement. This technique is aimed at buildings which will have a brick-textured sheet stock applied over the basic sheet, with the windows sliced and wrapped inward or removed altogether. So am I nuts? There is no sheet stock covering on





## 7 → Board and Batten Buildings

a board and batten building.

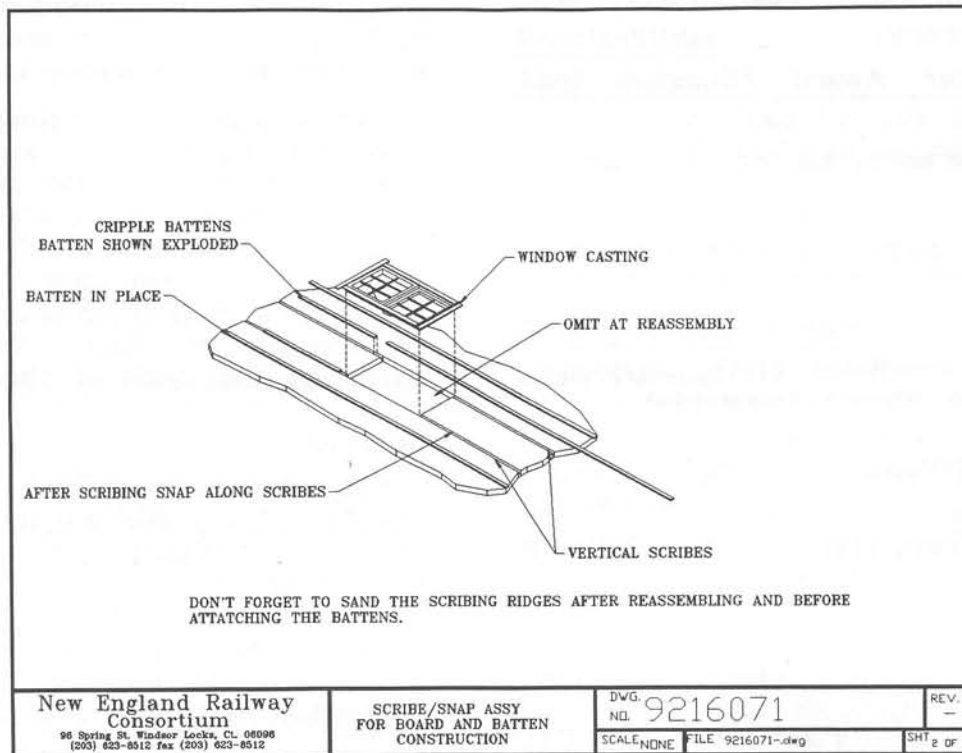
Not quite! There are the battens, which as you remember, were a liability when they came pre-cut. The only adjustment to the process needed was that the scribing could not be quite as liberal. The battens could only cover vertical scribe marks.

First, I laid out the window and door openings with a pencil, taking care to use a T-square and being very precise. After all, the object

my T-square to insure good tracking. Then rotating the sheet 90 degrees, I scribed only the horizontals which bordered the areas to be removed.

This is where the technique differs from John's. Starting and stopping the scribes is a bit fussy, but well within limits of ordinary skill.

Next, I snapped, removed and reassembled. After an overnight cure, I inverted the sheet and sanded off the ridges at the scribed joints, also removing evidence of glue in the process. I finished with a



is to eliminate trimming out a hole in the sheet. In my case, I had differing window frame widths on the first and second floors requiring different vertical scribes and snaps. I overcame this by means of a waist board that surrounds the building at the level of the second floor. Therefore, I could make the floors separately, then stack the assemblies later. This also worked for the cantilevered dispatcher's office.

Next, I scribed the verticals for the window and door openings using a sharp no. 11 blade, about three strokes per mark. I did this along

medium sandpaper stroking in the vertical to impart a bit of grain to what would become the boards.

I then ruled and applied all battens which were not crippled or interrupted by windows and doors, again using the T-square to advantage. Next, the Grant Line windows and doors were installed. As a result of careful layout, nearly no window holes had to be cleaned up. The cripple battens were then applied around the windows and doors and corners trimmed.





8 → Board and Batten Buildings

Last, I flipped the assembly and braced the back using heavy Styrene strips where the opportunity existed, taking care to brace the area between the wainscoat and the bottom of the board and batten portion of the wall.

Glenn's station was only sixteen feet deep, so I used solid pieces for the end walls, hogging the window holes the hard way. This allowed more strength in this wall, while the window openings were a minimum hassle since they were few. It served as a good reminder why I scribed and snapped the front and rear walls.

I am very pleased with the effort so far. Styrene bonds perfectly and rapidly, doesn't warp, requires less bracing, scribes and snaps in a uniform manner, and takes paint well. I forgot to mention that Glenn wanted the station to look well kept, so I can't hide any imperfections with weathering.

By next issue, I should be into assembly and details. I doubt that we will reinvent the wheel in this phase, but I'll share the effort with you in hope that you will take on a similar building. Board and batten siding was quite common years ago, so you steam modelers, and even modern-era modelers, can use this technique to speed and enhance your structure modeling.

See ya at Syracuse and you can observe the results.

Brian C. Whiton, MMR



HOTEL RESERVATION FORM



Sheraton Inn Syracuse  
Convention Center

NER/NFR

Assn: NATIONAL MODEL RR ASSOC.

Date: OCTOBER 16-18, 1992

Single  Triple

Double  Quad

Suites From: \$63.00 (U.S.) SINGLE/DOUBLE

Check In: 3 PM Check Out: 1 PM

Please indicate desired accommodations. Above rates are net/non-commissionable and subject to applicable taxes.

We are pleased to honor the following credit cards: Mastercard, VISA, American Express, Diners Club, Carte Blanche, Enroute. Personal checks will not be accepted at checkout.

Group rates are available if reply card is postmarked on or before OCTOBER 1, 1992

Reservations must be accompanied by a one night's deposit or valid credit card # and signature.

Non-guaranteed reservations held only until 4 P.M. on day of arrival.

Arrival Date: \_\_\_\_\_

Departure Date: \_\_\_\_\_

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

Credit Card #: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Deposit Enclosed: \_\_\_\_\_

Mail To: Sheraton Inn Syracuse  
7th North Street & Electronics Parkway  
Liverpool, New York 13088  
(315) 457-1122

Please feel free to copy this form to avoid mutilating this issue.



## The Railway Postoffice

When Peter Cooper, in 1830, entered his pioneer "Tom Thumb" in a race with a coach and a team of horses, he lost the race but set the stage for the beginning of the railway. or travelling post office.

The first record of mail carried by train was unofficial, probably the on first run of the "The Best Friend of Charleston" on 15 January 1831, from Columbia to Bamberg, South Carolina. In the following year, the federal government paid \$400 per year to a railroad to move mail from Philadelphia to Lancaster, Pennsylvania. In the early 70s, that subsidy grew by 1,000 times.

On the first of the year, 1838, the Post Office issued a mail contract to the Reading Railroad to carry mail between Mauch Chunk, Pennsylvania, and Philadelphia, almost 120 miles. In that same year, Congress declared all railroads to be postal routes.

In 1840, mail delivery by railroad was advanced by the assignment of a mail clerk to a train to receive and deliver mail along the route between New York City and Boston. The clerks became commonplace and, in 1838, a Boston newspaper described how mail was transferred from the train, "The engineer slackens the speed of the train, and the agent hands the [mail] pouch to the postmaster who stands beside the track to take it, receiving from him at the same time another pouch..." It wasn't long before catcher arms allowed the railway postmaster to pick up mail from stations not scheduled for a stop.

In the early days, armed postal clerks rode in special areas of passenger cars or in the baggage cars. In 1862, a baggage car was converted to a mail car, equipped with a letter case and sorting shelves. One of the first clerks was Fred Harvey, who later made his career providing first class food service to the western trains.

Mail delivery at this time was not integrated with local service, and deliveries were often delayed by days or weeks.

Official recognition of the problems threatening the potential benefits to mail service was given by Montgomery Blair, Lincoln's Postmaster General, who introduced the concept of the Railway Post Office by designating a special car in which mail was sorted and distributed en route. About the same time, Chicago Assistant Postmaster, George Armstrong, was trying to make railway postal delivery practical, but was unsuccessful interesting Congress in providing financial support. Armstrong inspired William Davis, Assistant Postmaster in St. Joseph, Missouri, to experiment with mail handling on the Hannibal and St. Joseph Railroad (eventually a part of the Burlington Northern) which was a direct competitor with the Pony Express and stagecoach lines in the area for mail contracts.

Most historians consider the run from Palmyra to St. Joseph, Missouri the real beginning of the Railway Post Office, despite Armstrong's pioneer work. After all, the latter did create the first permanent and officially authorized railway mail service on the route from Chicago to Clinton, Iowa in the late summer of 1864.

The "Travelling Post Office", as it came to be called was recreated by Armstrong on the mail-sorting run between New York City and Washington, D.C. Congress approved the RailwayMail Service in 1869, and made Armstrong its first Superintendent. The first all-mail train, with sorting en route, was the New York Central's "Fast Mail" between New York and Chicago in 1875. RPO Clerks were considered adventurous and romantic characters who could snatch a mail pouch from a station anywhere on the route.

The whole operation was not only adventurous, but hazardous. JTP



# REGISTRATION FORM

## NER/NFR "Salt City Express '92" Fall Convention

SYRACUSE, NEW YORK OCTOBER 16-18, 1992

**REGISTRANT #1**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State or Province/Zip Code \_\_\_\_\_

**REGISTRANT #2**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State or Province/Zip Code \_\_\_\_\_

**REGISTRANT #3**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State or Province/Zip Code \_\_\_\_\_

**REGISTRANT #4**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State or Province/Zip Code \_\_\_\_\_

**Event & Price**

**#1    #2    #3    #4    Total**

Basic Registration- \$10					
Prototype Rail Tour- \$30					
Non-rail Tour- \$10					
Banquet- \$25					
Choose: B=Beef; C=Chicken; S=Sole					
<b>Total Enclosed</b>					

Please make checks and money orders payable to NER CONVENTIONS in U.S. funds, and mail with this form to: Pat & Charlie Bettinger  
 NER Convention registration  
 29 Foster Drive  
 Vernon, CT 06066



Give this application to a friend and share the pleasures of model railroading.

# Copy deadline for next issue, 1 November 1992

*Please mail your registration form now to get your choice of activities!*

### MEMBERSHIP APPLICATION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NMRA NUMBER \_\_\_\_\_

PLEASE REMIT IN US FUNDS

Make Checks Payable To NER-NMRA

Mail To: **R.R. Brown**  
**NER Office Manager**  
**79 Hemenway Road**  
**Framingham, MA 01701**

\$6.00 for 1 Year Membership  
\$15.00 for 3 Years Membership  
\$110.00 for Life Membership (if you are an NMRA Life Member)

fold

## NER Coupler

Joseph T. Popecki, Editor  
33 Woodridge Drive  
Burlington, VT 05401



FIRST CLASS MAIL



TO